

**EXIST. & PROP. FAI-57/70
CURVE C123**
 PI STA = 2221+23.36
 $\Delta = 64^\circ 49' 07''$ (RT)
 $D = 0^\circ 49' 59''$
 $R = 6,877.35'$
 $T = 4,366.06'$
 $L = 7,780.33'$
 $E = 1,268.84'$
 $e = 2.90\%$
 T.R. = 112.50'/90.00'
 S.E. RUN = 217.50'/174.00'
 P.C. STA = 2177+57.30
 P.T. STA = 2255+37.63
 SE ATTAINED STA 2174+62.30
 TO STA 2178+29.80 (2.00% TO 2.90%)
 SE REMOVED STA 2254+73.63
 TO STA 2257+73.63 (2.90% TO 2.00%)

**PROP. KELLER DR.
RAMP D CURVE C212**
 PI STA = 13+43.57
 $\Delta = 42^\circ 41' 54''$ (LT)
 $D = 12^\circ 43' 57''$
 $R = 450.00'$
 $T = 175.89'$
 $L = 335.35'$
 $E = 33.15'$
 $e = 8.00\%$
 P.C. STA = 11+67.68
 P.T. STA = 15+03.03

**PROP. KELLER DR.
RAMP D CURVE C211**
 PI STA = 21+15.72
 $\Delta = 16^\circ 42' 09''$ (RT)
 $D = 7^\circ 32' 20''$
 $R = 760.00'$
 $T = 111.57'$
 $L = 221.55'$
 $E = 8.15'$
 $e = 8.00\%$
 T.R. = 48.00'
 S.E. RUN = 255.00'
 P.C. STA = 20+04.15
 P.T. STA = 22+25.70
 SE ATTAINED STA 17+01.15
 TO STA 20+04.15 (1.50% TO 8.00%)
 SE REMOVED STA 20+95.70
 TO STA 24+32.55 (8.00% TO 1.87%)

**PROP. KELLER DR.
RAMP D CURVE C210**
 PI STA = 26+03.39
 $\Delta = 4^\circ 14' 44''$ (LT)
 $D = 3^\circ 26' 28''$
 $R = 1,665.00'$
 $T = 61.72'$
 $L = 123.38'$
 $E = 11.4'$
 $e = 1.14\%$
 P.C. STA = 25+41.68
 P.T. STA = 26+65.05

END RAMP D
 STA 28+47.18 =
 STA 2184+97.77
 FAI 57/70, 66.0' LT

**PROP. KELLER DRIVE RAMP C
CURVE C30**
 PI STA = 11+67.82
 $\Delta = 6^\circ 11' 41''$ (RT)
 $D = 2^\circ 47' 42''$
 $R = 2,050.00'$
 $T = 110.33'$
 $L = 221.54'$
 $E = 3.00'$
 $e = 3.00\%$
 P.C. STA = 10+56.89
 P.T. STA = 12+78.53

**PROP. KELLER DR.
RAMP C CURVE C63**
 PI STA = 19+80.94
 $\Delta = 52^\circ 39' 51''$ (RT)
 $D = 7^\circ 32' 20''$
 $R = 760.00'$
 $T = 376.15'$
 $L = 698.57'$
 $E = 87.95'$
 $e = 8.00\%$
 T.R. = N/A
 S.E. RUN = N/A
 P.C. STA = 16+04.79
 P.T. STA = 23+03.36
 SE ATTAINED STA 14+64.79
 TO STA 16+74.79 (2.90% TO 8.00%)
 SE REMOVED STA 21+77.36
 TO STA 23+03.36 (8.00% TO 4.06%)

STA 30+47.15 (RAMP A) =
 STA 185+26.17 KELLER DRIVE

STA 10+00.00 (RAMP D) =
 STA 181+12.09 KELLER DRIVE

STA. 2200+73.51 FAI 57/70 =
 STA. 177+72.95 KELLER AVE.

PC STA 10+00.00 (RAMP B) =
 STA 173+42.77, 45.26' RT
 KELLER DRIVE

STA 27+49.68 (RAMP C) =
 STA 168+94.24 KELLER DRIVE

NOTE: FOR EXISTING ALIGNMENTS AND
 CONTROLS PRESENTED ON THIS SHEET
 SEE HORIZONTAL CONTROL SHEET

**PROP. KELLER DR.
RAMP A CURVE C58**
 PI STA = 19+83.27
 $\Delta = 26^\circ 53' 22''$ (RT)
 $D = 7^\circ 32' 20''$
 $R = 760.00'$
 $T = 181.68'$
 $L = 356.68'$
 $E = 21.42'$
 $e = 8.00\%$
 T.R. = 48.00'
 S.E. RUN = 255.00'
 P.C. STA = 18+01.59
 P.T. STA = 21+58.26
 SE ATTAINED STA 16+61.89
 TO STA 18+71.59 (1.50% TO 8.00%)
 SE REMOVED STA 20+73.26
 TO STA 23+76.26 (8.00% TO -1.50%)

**PROP. KELLER DR.
RAMP A CURVE C57**
 PI STA = 26+31.51
 $\Delta = 14^\circ 15' 04''$ (LT)
 $D = 5^\circ 40' 22''$
 $R = 1,010.00'$
 $T = 126.26'$
 $L = 251.22'$
 $E = 7.86'$
 $e = 4.20\%$
 T.R. = 36.00'
 S.E. RUN = 105.00'
 P.C. STA = 25+05.25
 P.T. STA = 27+56.47
 SE ATTAINED STA 24+73.25
 TO STA 25+40.25 (-1.50% TO -4.20%)
 SE REMOVED STA 26+96.47
 TO STA 27+56.47 (-4.20% TO -2.81%)

**PROP. KELLER DR.
RAMP B CURVE C130**
 PI STA = 26+17.30
 $\Delta = 8^\circ 25' 37''$ (RT)
 $D = 1^\circ 16' 54''$
 $R = 4,470.56'$
 $T = 329.36'$
 $L = 657.53'$
 $E = 12.12'$
 $e = 4.50\%$
 T.R. = N/A
 S.E. RUN = 120.00'
 P.C. STA = 22+87.95
 P.T. STA = 29+45.47
 SE ATTAINED STA 22+27.95
 TO STA 23+47.95 (1.50% TO 4.50%)
 SE REMOVED STA 28+15.38
 TO STA 29+45.47 (4.50% TO 2.90%)

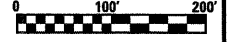
**PROP. KELLER DR.
RAMP B CURVE C131**
 PI STA = 16+31.33
 $\Delta = 25^\circ 20' 54''$ (RT)
 $D = 5^\circ 43' 46''$
 $R = 1,000.00'$
 $T = 224.89'$
 $L = 442.41'$
 $E = 24.97'$
 $e = 6.00\%$
 T.R. = N/A
 S.E. RUN = N/A
 P.C. STA = 14+06.44
 P.T. STA = 18+48.85
 SE REMOVED STA 18+50.00
 TO STA 19+30.85 (3.96% TO 1.50%)

**PROP. KELLER DR.
RAMP B CURVE C132**
 PI STA = 10+96.85
 $\Delta = 35^\circ 47' 02''$ (RT)
 $D = 19^\circ 05' 55''$
 $R = 300.00'$
 $T = 96.85'$
 $L = 187.36'$
 $E = 15.25'$
 $e = 15.25\%$
 P.C. STA = 10+00.00
 P.T. STA = 11+87.36

**PROP. KELLER DR.
RAMP A CURVE C56**
 PI STA = 15+02.68
 $\Delta = 2^\circ 26' 29''$ (LT)
 $D = 1^\circ 16' 24''$
 $R = 4,500.00'$
 $T = 95.88'$
 $L = 191.74'$
 $E = 1.02'$
 $e = 1.02\%$
 P.C. STA = 14+06.79
 P.T. STA = 15+98.53

**PROP. KELLER DR.
RAMP A CURVE C55**
 PI STA = 11+67.94
 $\Delta = 2^\circ 57' 46''$ (LT)
 $D = 1^\circ 08' 45''$
 $R = 5,000.00'$
 $T = 129.30'$
 $L = 258.55'$
 $E = 1.67'$
 $e = 1.67\%$
 P.C. STA = 10+38.64
 P.T. STA = 12+97.19

**PROP. KELLER DR.
RAMP B CURVE C129**
 PI STA = 34+47.11
 $\Delta = 7^\circ 34' 12''$ (RT)
 $D = 0^\circ 56' 42''$
 $R = 6,062.53'$
 $T = 401.07'$
 $L = 800.98'$
 $E = 13.25'$
 $e = 13.25\%$
 P.C. STA = 30+46.04
 P.T. STA = 38+47.02



FILE NAME = S:\Projects\185-0002-17-01\185-0002-17-01.dwg	USER NAME = paul	DESIGNED - JWS	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	INTERCHANGE LAYOUT, FAI 57/70 AT KELLER DRIVE		F.A.I. RTE. 57/70	SECTION (25-3,4R)	COUNTY EFFINGHAM	TOTAL SHEETS 1098	SHEET NO. 208
PLOT SCALE = 200.0000' / IN.	PLOT DATE = 3/18/2011	DRAWN - PDB	REVISED -		SCALE: 1"=100'	SHEET NO. 1 OF 1 SHEETS	STA. 2180+00.00 TO STA. 2228+00.00	FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT	CONTRACT NO. 74299	
		CHECKED - BRM	REVISED -								
		DATE - 3-17-08	REVISED -								